



## ROYALTY AFLOAT

Handsome Yachts That Are Owned by Europe's Rulers.

CEAR'S STANDARD HEADS THE LIST.

The Hohenzollern Is Third in Point of Size.

DESIGNED FOR PLEASURE.

Written for The Evening Star.

The coming of the imperial yacht Hohenzollern naturally suggests the query, "Are the rulers of other nations provided with steam yachts?" and the answer is, "Most of them." But it may be added, parenthetically, that only two other crowns possess vessels of the same magnificence.

To those familiar with the discussions in the Reichstag of the naval budget in '92, the story is an old one of the hot debates aroused by the item of a certain "dispatch boat"—tactfully understood to be a cover for a steam imperial yacht. Although urged as a staff boat to accompany fleets and squadrons in action, the thrifty-minded Germans had but little to warrant by way of past service for the creation of such a craft. Had the emperor's yacht been a simple steam yacht, the task for the royal artisans would have been easy, for we all know the good work accomplished by some of our converted yachts; but as it may be added, parenthetically, that only two other crowns possess vessels of the same magnificence.

Taking the royal yachts in order of their size, the imperial Russian yacht *Standart* comes first. It is a large ship, a veritable floating palace and represents an original outlay of quite \$2,000,000. Although the *Polnarska* Svezia was only three years ago, it is a magnificent vessel, and Alexander III decided that he must have a better and larger craft. In 1893 the czar himself ordered the building of the *Standart* at the shipyard of Burnashevskiy, at Wain, at Copenhagen, and three years later the ship was launched with all the religious ceremonial common to Russian launchings. The boat was furnished with the greatest elegance and luxury, the imperial apartments, which are art, being beautifully arranged in the bow, the czar's cabin, the grand dukes and other lords of the imperial retinue. In the wide passage running around the bow, a magnificent altar has been built, immediately in front of the czar's dining room. All the carving and woodwork is of the most costly material, and the appointments are finished in bird's-eye maple and mahogany; the czar's cabin in birchwood, while the rest of the ship is in oak. The deck is of teak, and the water is painted white without adding the result of a desire expressed by the czar, that the ship should be as white as a swan. The *Standart* is a feature pretty generally common to these royal pleasure craft—the *Standart* carries a very magnificent appointment of mahogany, the czar's cabin in birchwood, while the rest of the ship is in oak. The deck is of teak, and the water is painted white without adding the result of a desire expressed by the czar, that the ship should be as white as a swan. The *Standart* is a feature pretty generally common to these royal pleasure craft—the *Standart* carries a very magnificent appointment of mahogany, the czar's cabin in birchwood, while the rest of the ship is in oak. The deck is of teak, and the water is painted white without adding the result of a desire expressed by the czar, that the ship should be as white as a swan.

**King Edward's Pleasure Craft.**

Next in size comes the *Victoria* and *Albert III*, the royal steam yacht of the King of England. This vessel was built at the government dockyard at Pembroke, after the design of the director of naval construction, Sir William White, the man that planned all of the present great modern sailing ships of the British navy.

This yacht was his most treasured task-in-fact, the rock upon which his professional career was wrecked. The vessel was launched in 1892, and was nearly completed, when it was taken to a dry dock for repairs. Her masts were stepped, her smokestacks put in place, and many of her extraneous appendages were removed. Finally, her bottom was cleaned and painted preparatory to a steaming trial, and the water was let into the hull. The vessel had barely begun to float before she heeled over suddenly to an alarming extent; in fact, her masts were bent, and the water was let into the hull. The vessel had barely begun to float before she heeled over suddenly to an alarming extent; in fact, her masts were bent, and the water was let into the hull. The vessel had barely begun to float before she heeled over suddenly to an alarming extent; in fact, her masts were bent, and the water was let into the hull.

**Proved to Be Topheavy.**

It was found out, too late for the designer's reputation, that the vessel had been overloaded in the upper parts by an over-abundance of magnificence. To deaden sound the cabin bulkheads had been covered with a thick layer of teakwood, and the hull, outside, had been sheathed with the same material to mitigate at least the noise of the water striking the hull. The water level was too low and the vessel could not be righted.

is of most interest to us now. The ship was designed by the late Chief Constructor of the German Navy, A. Dietrich, to whom the emperor owes much for his present line. The *Hohenzollern* has a rammed hull, but, so well is it designed that it does not take away from the vessel's easy grace of line. The *Hohenzollern* was built at the famous Vulkan works at Stettin, and was launched in 1892, in the presence of the kaiser. She is high out of the water, and carries a battery of three 4.1-inch and a dozen 1.9-inch quickfiring guns, the ship only carrying a total of eight of the smaller type, the rest being kept in the ship's storeroom on shore, just as are kept in reserve the lighting equipments of the merchant marine and steamers designed for auxiliary cruisers.

The *Hohenzollern* represents today an outlay of \$1,671,000, and is said to have cost the emperor a total of twenty-two knots. She would make an effective and formidable scout, and has already shown her usefulness in the Baltic. The ship is a masterpiece of design, and is said to be the most beautiful and tastefully appointed in any direction, although not so lavishly as either the *Standart* or the *Victoria* and *Albert*, and that the kaiser is able to be best attested by the frequency of the emperor's visits. Every summer he spends several weeks on board, and none of his time is more happily spent.

**Other Royal Yachtsmen.**

The King of Italy is quite a lover of the sea, and the royal yacht *Savola* is one of the prettiest vessels to be seen on the Mediterranean. As though still fearful of the pirates that once infested that sea, the little ship carries a very respectable armament of rapid-firing guns. The royal yacht was purchased in 1898, upon the eve of war, from the millionaire, McCalmont, and was designed for just such service as fell to the emperor's lot. The boat is of 1,800 tons displacement, somewhat larger than the U. S. S. *Dolphin*, and is a magnificent vessel, and the royal apartments, save for a touch or two of decoration distinctive of royal service, is the most luxurious and comfortable of any of the Mediterranean fleet.

The President of France comes next, with the *Milne*, rather a saucy looking craft, which tells the story of her original purpose. She has lately been fitted up with a long deck house, and some of her guns have been removed, but enough are left to bark out a pretty loud return to salutes. With the *Dolphin* we come next. Were it not for the fact that she is a French vessel, she would rank next to the *Standart*. The boat is of 1,800 tons displacement, somewhat larger than the U. S. S. *Dolphin*, and is a magnificent vessel, and the royal apartments, save for a touch or two of decoration distinctive of royal service, is the most luxurious and comfortable of any of the Mediterranean fleet.

**ART NOTES.**

An entire change has been made during the week in the exhibition of prints at the Congressional Library. The Turner collection, belonging to the Bradley collection, and the Richardson collection of illuminated initials, etc., have been replaced by series of etchings by Seymour Haden and James McNeill Whistler. The southwest pavilion, in which the McKinley photographs have been shown, is now given up to engravings and wood cuts by Albrecht Dürer and the other masters of the old school. The new and characteristic canvases by Kever of Dutch interiors and happy old life; four old portraits of ladies of long ago; by Peter Lely, and another by a pupil of Van Dyck, are pleasant in color, simple in handling and full of individuality—and a landscape by George Inness. The last is in some ways the most interesting. It was one of his early paintings, and is in the style of the English school. It pictures not only meadows and woodland, but a group of small white cottages seen in the blinding glare of the midday sun.

At the Fischer gallery a number of exceedingly interesting pictures were also shown. Three new and characteristic canvases by Kever of Dutch interiors and happy old life; four old portraits of ladies of long ago; by Peter Lely, and another by a pupil of Van Dyck, are pleasant in color, simple in handling and full of individuality—and a landscape by George Inness. The last is in some ways the most interesting. It was one of his early paintings, and is in the style of the English school. It pictures not only meadows and woodland, but a group of small white cottages seen in the blinding glare of the midday sun.

toward vigor, directness and individuality. It is not strange that the great surgeon, who in some way he always gets into his work. His portrait of De Beque, better known as "The Fiddler," in which the head is exquisitely modeled, whereas a few apparent strokes of the brush indicate the features and "cello," to be seen in one of the cases, with near to the familiar "Wapping" print and his "Time Burners," both exceedingly fine prints. There are also a number of impressions of the series of sixteen scenes on the Thames and the Venice set, besides others that are famous. Of special interest and peculiar appropriateness is one called "The Music Room," in which are pictured Sir Seymour Haden and his wife, who stand almost alone in the front rank of the later-day etchers, are intimately connected by family ties as well as by the friendship of art. For by this is a number of delightful little studies in children's heads, tiny in domestic, but wonderful in drawing and technique. An etching, geographical in character, of Annapolis Island, Santa Barbara, is reminiscent of the time when Mr. Whistler was in the States, and a resident of this city.

The value of such an exhibit as this, of which these etchings constitute but a single section, cannot be too strongly emphasized, especially as there are doubtless many who are still unaware of the high rank and importance to which the art department of the Congressional Library has within the past few years attained. Mr. J. F. Parnell, its able director, is to be sincerely congratulated upon this display, as well as upon his election lately to fill the vacancy on the board of trustees of the House of Representatives, where the death of Mr. Clark, the late architect of the Capitol.

A collection of Mr. Karl Rakemann's sketches was exhibited last Wednesday afternoon at Mrs. Andrews'. These were landscapes, portraits and genre studies, made mostly during his four years abroad, and were of a high order of artistic merit. The sketches were done in oil on water color paper. This combination of opposite media and material produced a novel and somewhat pleasing effect, and has the virtue of enforcing accuracy and directness. Mr. Rakemann's work is strong, and quite a number of these studies were also decidedly artistic. He was formerly a student of the Royal Academy, and in 1891 he went to the schools of Düsseldorf, Paris and Munich, returning to his Washington home in 1892. During the summer he painted four panels symbolizing "Patriotism," "Liberty," "Justice" and "Industry" for mural decorations in the lobby of the House of Representatives, where they may now be seen.

**Long Delay With Destroyer Express.**

From London.

An unreasonably long time has elapsed between the launching and the acceptance by the admiralty of the torpedo boat destroyer Express, which has been built by Messrs. Laird Bros. of Birkenhead. Now, when torpedo boat destroyers were a novelty, it was not unusual for a vessel to be handed over to the admiralty in an unsatisfactory condition of all her steam trials, within a year of her being launched, and the Hawk, Hornet, Decoy, Ferrat and Lynx, the first six destroyers built, were all in a similar state. Since then several failures have been reported, but the Express has, perhaps, been one of the most miserable. She was ordered on October 10, 1898, and has since made twenty-two sea trials, and ten official trials, but no satisfactory official trial has yet been made. The vessel is guaranteed to attain a speed of thirty-three knots an hour, but it is interesting to know the precise conditions under which she will run the trial if this speed is ever realized.

**Justy's Claim to Jenner's Discovery.**

From the London Standard.

The late Mr. J. Justy, magistrate of Antwerp, Belgium, has been the subject of a controversy, which has been going on for some time, regarding his claim to the discovery of Jenner's discovery of vaccination. The following words are copied from a gravestone in North Matavers churchyard:

"In memory of Benjamin Jenner, who departed this life April 18, 1818, aged 79 years. He was born at Yvetminster, and was a very upright honest man, particularly noted for having been the first person (known) to introduce the practice of vaccination, and who from his great strength of mind made the Experiment from the Cow on his wife and two sons in the year 1774." The following is the extract from an old publication:

"Dr. Edward Jenner made his first vaccination on the boy James Phipps on 14th May, 1796, who was then eight years old. This was twenty-two years after Benjamin Jenner had introduced Cow Pox by inoculation."

of a young man. It is his first experiment in lithography and as such is eminently successful.

Mr. Edward Kemys, the well-known sculptor, who came lately to this city, has now determined to make it his permanent home, and may be, therefore, reckoned as an acquisition to the local art colony. He is the sculptor, it will be remembered, of the imposing lions which guard the entrance of the Art Institute of Chicago, and may judge of his great artistic and promising successor of Barye, in the portrayal, in sculpture, of wild animal life.

Mr. McLure Hamilton, who was to have wintered in Washington, is still in Philadelphia, where he has been detained by the pleasant necessity of executing promised commissions.

Miss Cecelia Beaux was in town recently. She is painting the portrait of Mrs. Roosevelt.

The Industrial Art League of Chicago purposes to establish, under the name of the Chicago Guild of Industrial Arts, a great free workshop, the first of its kind in the country, where artisans may not only work, but also offer their productions for sale at their own prices.

A little over a year ago the public were astounded to learn that MacMonnies, the sculptor, had turned his attention to painting. Since then Sargent, the painter, has modeled for the Boston Public Library a crucifix, and G. F. Watts is again engaged in sculpture, at present working upon a statue of the great French dramatist, Moliere. Apparently we are passing from a day of specialists to one of universal geniuses.

A monument, designed by Thomas Brock, R. A., has lately been erected to Sir Frederick Leighton in St. Paul's Cathedral, London.

## TITLES IN TRADE.

**English Aristocrats Who Really Earn a Living.**

From the Youth's Companion.

Americans cannot lay claim to being the only people who now take the sensible view that no man is degraded by engaging in a lawful business. England is coming round to the same way of thinking. The aristocrats now who serve the demands of the retail buyers with groceries, vegetables, coal and other necessities of life.

Lord Hampden is said to supply the best cream cheese, and his carts, filled with all the fresh dairy produce of his farm in Sussex, go daily on their west end to the city.

Lord Londonderry will deliver half a ton of coal with promptness. A grandson of William IV. prefers a more retiring life, but he is still a member of the House of Commons. Through the medium of the post he sends out his packets of tea all over the world.

Among the smaller shop owners who belong to the old aristocratic families of England is Lord Harrington, who opened a grocery and fruit business in London, and who, it is said, is a very successful one. The late Lord Winchelsea was the pioneer of the vegetable and fruit trade in London, and the shop in Longacre, where all kinds of British farm produce may be bought at the lowest prices.

Lord Portmouth has gone into the mineral water trade, a bottling establishment for which he has started. The restaurant business is also being taken up by the aristocrats. The "upper ten" to put their energies into the management of a restaurant. He succeeded in making a fortune, and is now a member of the House of Commons.

**Telephone Poles for Egypt.**

From the Electrical World and Engineer.

The Telephone Company of Egypt, limited, operating a large telephone system in Egypt, has experienced great difficulty in securing a suitable pole. The climate of the country is so hot and dry that good timber to use for a pole line for the transmission of an electric current does not grow, and timber imported from other countries is so scarce and expensive that it is almost impossible to obtain it in any quantity. A certain pole imported from Sweden proved to be the most valuable so far, but its greatest life was not over four years. The company began negotiations, and in 1898 they secured a pole from the United States, with the result that arrangements have just been completed with W. C. Sterling & Son of Monroe, Mich., who have agreed to supply the company with poles for the shipment of 1,500 poles of the white cedar variety, Michigan grown, to be used for the telephone poles. The poles are to be shipped by rail to Egypt, and the shipment of material will begin at once.

**Hard to Check.**

When, until a few months ago, the chemists and detectives started from the prefecture of police, they were followed by a long line of detectives of the "garçon laitiers" syndicate on bicycles, so that these latter could generally scorch on ahead to warn their employers of the coming raid.

Each "garçon laitier" receiving his wagon load of milk in big sealed cans at the Paris railway depot, would be met by a detective, who would examine the cans to see if they were properly sealed. If they were not, he would take them to the prefecture, and the milk would be destroyed. The "garçon laitiers" were very careful to keep their cans properly sealed, and the prefecture was very careful to examine them. The "garçon laitiers" were very careful to keep their cans properly sealed, and the prefecture was very careful to examine them.

**Art and Literature.**

From Life.

Friend—Have you sold that historical painting of yours yet?

Artist—No; but I've hired a fellow to write a historical novel dealing with the same period. If that makes a hit, I can easily dispose of the picture."

**Whole Dollars.**

From the Atlantic Journal.

Mr. Bryan's recent lecture tour in the east netted him \$2,600 a week. In sound money, too.

## A DEFENSE LEAGUE

**Human Life Threatened by Bad Milk.**

**FRAUDS DISCOVERED EVERYWHERE**

**Each Handler of the Product Reduces Its Purity.**

**PARISIANS AROUSED**

Special Correspondence of The Evening Star.

PARIS, January 29, 1902.

Paris is again excited. Within the past week a new agitation, extraordinary only by reason of its sudden rise and great extent, has taken form and purpose in a "League for the Defense of Human Life," against all food adulterations in general and against the adulteration of milk in particular. It began with a single newspaper's solitary cry of warning. Within three days two independent campaigns, aided by the whole Parisian press, were under way; the league was organized, with savants, druggists and literary men of the highest reputation, to join it, and all Paris was waiting for the public declaration of the league's purpose and its plan of action.

"There is not a single person in Paris who can be certain that he is drinking pure milk," says F. I. Mouthon, one of the investigators; "not the well-to-do consumer who pays twelve cents a litre (quart) for the lead seal of the great milk company, not even the rich consumer who pays twenty cents a litre for the illusory guarantee of the 'garçon laitier' who sells the milk in his private place, and the big can of milk is semi-official. These latter (the reference is to the Jardin d'Acclimatation's milk) have not been able to produce the quadruple of their normal production. If that if they do not possess miraculous cows among their other curiosities, their liquid is the liquid of commerce with fourteen cents added for the seal."

The Municipal Laboratory, accused of culpable negligence, declares that it has not the power to detect the adulteration of milk. "In place of the 100 per cent I have, I need 2,000," says M. Girard, who is the head of the league. "The first fraud is committed by the farmer who skims enough cream to give the milk a good flavor, and the cream is already forming to feed his weakly calves. He replaces it with water. At the depots of the companies a second fraud is committed. The milk is already diluted with water, and the big can of milk is semi-official. These latter (the reference is to the Jardin d'Acclimatation's milk) have not been able to produce the quadruple of their normal production. If that if they do not possess miraculous cows among their other curiosities, their liquid is the liquid of commerce with fourteen cents added for the seal."

**Only a Fresh Cork.**

"But," the average Parisian has been saying, in a kind of wonderment, "the milk is always in quart bottles, always sealed with a lead seal!"

"It all arrives in Paris in large cans," is the reply. "The putting into quart bottles is done at the retailer's. The only way to detect the fraud is by paying a few cents more for the pleasure of having a specially sealed cork." The average Parisian never knew this.

Of all the adulterators, the "garçon laitier" is the most terrible, and he is just now the most prominent figure in the life of Paris. He is the man who sells the milk in his private place, and he is the man who sells the milk in his private place. He is the man who sells the milk in his private place, and he is the man who sells the milk in his private place.

**Twice Watered.**

The great companies, whose profits amount to tens of thousands while the "garçon laitiers" are fraudulently making hundreds, have said in their excuse that they are still victims of the same fraud. Many of them, however, add "petit lait" (little milk), the refuse milk left flowing from the centrifugal machines when every particle of butter has been beaten from the milk. When the "water" is added, the milk is already diluted, and the "petit lait" is added to it. The "garçon laitier" is the man who sells the milk in his private place, and he is the man who sells the milk in his private place.

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## HOST OF ROYALTY

**Uncle Sam Has Played This Role Many Times Before.**

**PRINCES AND PRESIDENTS HONORED**

**Etiquette and Customs That Prevail on Such Occasions.**

**ESTABLISHED PRECEDENTS**

Written for The Evening Star.

What of it if President Roosevelt could establish a notable precedent by formally calling at the German embassy to return the visit which Prince Henry will have paid at the White House a brief moment before?

The question of Mr. Roosevelt to ignore this striking parallel between his administration and that of Mr. Arthur. A great to-do was raised because the successor of the martyred Garfield technically strayed without his country's limits by putting foot on the foreign soil confined in the meager limits of a foreign location. Strange coincidence that this first offense was committed at the domicile of a German envoy here! But Mr. Arthur's calls were always informal.

Uncle Samuel has bestowed honors upon presidents of insignificant republics which were greater than those which he heap upon Admiral Prince Henry. Whereas President Roosevelt will demand a first call from the prince, President McKinley, the first call to President Dole of Hawaii, and the first call to President Roca, when those chief magistrates of sister republics were here in January, a notable precedent was set. What changes are wrought in the "etiquette" of the White House by the visit of Prince Henry? Will he be welcomed by the White House as he would have to humbly wait in the ante-room of the President's office?

Were it the kaiser who should come visiting Jonathan and his continent, the call from the prince, President McKinley, the first call to President Dole of Hawaii, and the first call to President Roca, when those chief magistrates of sister republics were here in January, a notable precedent was set. What changes are wrought in the "etiquette" of the White House by the visit of Prince Henry? Will he be welcomed by the White House as he would have to humbly wait in the ante-room of the President's office?

**Incognito Make a Difference.**

But when the kaiser comes, the foreigners travel in incognito. The kaiser, however, is not incognito within our borders. He is a different matter. Most of the royal personages who have enjoyed the honor of American hospitality have so traveled.

When King Edward of England, then the youthful Prince of Wales, visited us in 1890 he traveled under the incognito of "Baron Rensselaer." The kaiser, however, is not incognito within our borders. He is a different matter. Most of the royal personages who have enjoyed the honor of American hospitality have so traveled.

**Other Princely Guests.**

The present King of England is not the only distinguished visitor to America who lived to inherit a throne. Prince William, afterward King of England, and the predecessor of Queen Victoria, came to New York as a midshipman of the British navy during the revolutionary war. This prince, who was the son of King George III, was the first of a long line of royal guests who have visited America.

**Escaped Being Queens.**

Louis Philippe, King of France, came to this country in 1793 with his two brothers. Louis was then the Duke of Orleans, twenty-three years old. During the French revolution his father having been guillotined, the young duke left France, lived for some time in a dingy room, and a barber shop in London, where he made his bread and salt by teaching. He wandered for a time in Switzerland and eventually determined to seek a haven in the new world. He came to America, and was welcomed by the American people.

**Laborers in the Departments.**

The civil service commission is at work on a plan for putting laborers who are doing clerical duty in the departments under a species of civil service. It is probable that a plan of registration will be recommended for laborers. The objection to this, apparently, is that it would have to go through some kind of a civil service method to secure his position, but would not have the protection of the civil service in holding his job. Laborers are largely appointed by congressmen, and their terms of office are frequently equal to the terms of the congressmen. In the Treasury Department, however, a laborer is nearly as secure from dismissal as a clerk of the treasury, over three years ago, he mentioned the matter of laborers to Mr. Gage, the Secretary of the Treasury. Mr. Lyman declared that if his policy were followed no laborer would be discharged whose work was satisfactory and whose record was good. Secretary Gage approved the plan, and the result is that in the Treasury Department there has not been a dismissal of a laborer in three years. Congressmen come and go, but in the Treasury the laborer is a permanent fixture. His record will warrant his being kept. The policy is favorably commented upon, in some quarters, and a laborer is liable to removal to make a place for some one else or for almost any reason.

**John Elfreth Watkins, Jr.**

From the Chicago News.

Freddy de Freight—"Say, Tim, yer seems to be gettin' money from every guy yer stops. What's de game, pard?"

Tim de Freight—"Oh, it is dead easy. I just tells dem dat in me prosperous days I done de government out of a big sum an' now I'm scrapin' de money all I can to send de 'conservative fund.'"

From the Brooklyn Eagle.

Abn Chisholm—"An' you caught on tew de bunco man gittin' another bunco sh'?"

Si Pumpkinbuster—"Gosh, yes, I hain't been gittin' no huskin' bees for ten years an' I'm red as a rose an' my aches for mebbe 'n' you, too."